



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

October 2015

Picture of the Month



Could you get a more perfect picture than this? This portrait of a family at the airport with a dog was taken by Karen Kreutz-Sahm at the Planes and Puppies event on Saturday, September 19th.

Mountains, Museums, and Monuments

By Eric Rehm

My wife Beth and I haven't taken a real vacation in over two years so when I was awarded a September vacation by my company this year, we decided to take advantage of the good weather and our Mooney 201 (N57252) and head out to Virginia. This trip was to provide us with a couple of firsts. One, Beth had never been to the state of Virginia before and two, neither of us had ever been over mountainous terrain in a GA aircraft.

The first leg of our trip was to be from Galt (10C) to Smith Mountain Lake Airport (W91). The night before our departure a frontal system had passed through the Chicago area with rain and thunderstorms and I was a bit nervous about being able to get to W91. Beth convinced me to relax about it and I convinced us both to get

up at 5 am the next morning in an effort to beat the forecasted thunderstorms along our route.

We took off at 7 am the next morning in great VFR conditions and headed south to the Joliet VOR (JOT) where I picked up our IFR flight plan to W91. As we headed southeast towards the frontal boundary, the weather began to deteriorate. Beth was a great co-pilot on this leg using the Stratus ADS-B receiver that had been generously loaned to us by our partner Larry to monitor the weather on our iPad. Luckily our early start beat the convective activity and we transitioned the frontal system flying in and out of the clouds and some light rain in 20 minutes or so. We enjoyed VFR conditions from mid-Ohio on and some really nice views of the terrain which became more

Continued on page 2.

Editor's Note

My husband Eric and I have been wanting to take a trip in our own airplane to Washington DC for a long time. But when we had the opportunity to do just that in September, my excitement was somewhat tampered by concerns about flying in the DC Special Flight Rules Area (SFRA).

The DC SFRA was established in February 2003 as a precursor to the US invasion of Iraq. It consists of a laundry list of complicated procedures for pilots that appears to be designed more to confuse virtuous pilots than to deter potential "evildoers."

Eric and I (virtuous pilots, of course) dutifully took the FAA course required to fly in that area, which included a lot of information that was not relevant to our flights, such as; procedures for flying in the Metropolitan Area Flight Restricted Zone (FRZ), special rules for maneuvering in the Leesburg area and some very onerous restrictions for three Maryland airports. I took careful notes on what I needed to know to fly in and out of Manassas (HEF) and downloaded and printed some relevant job aids that seemed particularly helpful.

The bottom line was that I had to file a special type of flight plan and call ATC on a frequency specified for that area of the SFRA prior to crossing the SFRA boundary (gate) and squawk the assigned transponder code until I landed.

It was a little bit stressful but I did not have to see the inside of a Washington jail so I guess I did alright!

Beth Rehm, Editor

Continued from page 1.

rugged as we flew further towards our destination. I put my instrument rating to good use for the second time on this leg as we passed Charleston West Virginia where a broken line of cumulus clouds had begun to build over the Blue Ridge Mountains. We climbed to 9000 feet, dodged and weaved around most of the clouds and through a few until we got on the lee side of the mountains where once again VFR conditions reigned. We started our descent and I thought the hard part was over. Little did I know how hard it would be to find the airport. It is almost impossible to see from the west as it is just a small rectangle cut out of a pine forest. I dutifully followed the GPS and it was only when we were directly over the field and Beth looked straight down and said, "there it is" did I actually see the runway right under us. Once in sight, landing was a piece of cake on this nicely paved 3000 foot runway. We had flown 539 nautical miles in just under 4 hours. Next stop, the restrooms!

We stayed at a Bed and Breakfast called Bedford Landings that is located right on the field. Once we landed, we taxied to the end of runway 23 and shut down on the ramp right in front of the B&B! Bedford Landings is a purpose built B&B run by Jack and Karen Phillips. Beth met Jack through the Pietenpol Association and has always wanted to visit the B&B since building was



A view of Smith Mountain Lake after our departure from W91. Photo taken by Eric Rehm.

completed in 2013. Jack has built and owns an award-winning Pietenpol, owns a Cessna 170 that he gives scenic tours in, and is in the process of building a RV10. The house itself is beautiful featuring four large guest rooms with ensuite bathrooms, multiple outdoor decks, a hot tub, a movie room and did I mention it is on the airport? Breakfasts were terrific and as we did not have a car, Jack and Karen loaned us the keys to the crew car for our stay. Smith Mountain Lake boasts 296 miles of coastline and lots of leisure activities. Beth and I both recommend a stay. You can find more information about them at <http://www.bedfordlandings.com>.

The second leg of our journey took us to Charlottesville, Virginia. It was a short but memorable 30-minute flight from W91 to Charlottesville's airport (CHO). Beth was flying this leg, as she did the rest of the trip, and the weather was good VFR. We took a few photos of the area on takeoff and then headed northeast. We were on the east side of the mountains but the terrain was still fairly rugged and we were unfamiliar with the area so Beth decided to get VFR flight following.

That worked quite well for us until we were handed off to Potomac approach. At this point we were in the descent and about 15 miles out. Beth checked in with the controller who promptly started treating us like an IFR flight and gave us a turn away from the airport and right at a mountain. We didn't want the heading so Beth radioed the controller that we would cancel the flight following and proceed direct to the airport. The controller acknowledged our transmission but asked us to stay with her so she could "help" us. We did so and along with a bunch of other traffic were vectored onto a short final for runway 03 before we were turned over to a very harried and apologetic sounding tower controller. Beth asked for, and was granted, a 360 degree turn on final as we were too high and too close to a Dash 8 also on final. The tower controller continued to try to accommodate the jumble of traffic that was being handed to him too close in to his airport by the Potomac Approach controller while gently trying to explain to the aircraft that

Continued on page 3.



The beautiful Bedford Landings B&B at Smith Mountain Lake, VA.

Continued from page 2.

the mess was not his fault.

Once we landed we both took a collective breath and tried to figure out what made that so difficult. We decided that what we should have done was what we had wanted to do in the first place and left the Potomac Approach controller and contacted the tower 15 miles out. The approach controller did not have a good handle on the air traffic situation and we were under no obligation to stay on her frequency. I learned a lesson on that leg that sometimes, although not always, less direction from ATC is better.

We stayed in Charlottesville for two and a half days with some friends and found the town to be really special. If you haven't been I would highly recommend it. We toured Thomas Jefferson's retirement home, Monticello, and hiked in the Shenandoah National Forest.

Our next leg took us to the Washington DC area and we chose Manassas Regional Airport (HEF) which was just a short 30-minute flight from Charlottesville and free of any adverse terrain. We chose HEF because it is about as close as one can get in a GA aircraft to the DC area without having to deal with too many onerous security and airspace restrictions. However HEF is in the DC Special Flight Rules Area (SFRA) so both Beth and I had to take a FAA mandated online course before we could fly there. The course can be found at www.faa.gov/traa/onlinecourse/ and requires the user to register and print out a certificate of completion. The course was very informative and made some sense out of the restricted airspace that surrounds the DC area.

Flying VFR into HEF, and thus the SFRA, requires a special type of flight plan to be filed. The flight plan is very similar to its regular VFR counterpart however it requires the aircraft to enter the SFRA airspace



Eric and Beth Rehm outside the White House. Photo taken by a complete stranger!

through a specific "gate." In our case this gate was called FLUKY. FLUKY was listed on our flight plan as our departure point, not Charlottesville, and the flight plan departure time was actually our estimated time of arrival at FLUKY. Once airborne we contacted approach 20 to 30 miles out to get our clearance into the SFRA. Once the controller found our flight plan, he gave us a specific squawk code and cleared us into the SFRA, but with strict instructions to stay out of the Class B airspace. It was a fairly straight forward process and we managed it without any violations or F16s on our tail.

We spent the next three and a half days in the Washington DC area, where we began by spending an afternoon at the Smithsonian's Udvar-Hazy Air and Space Museum annex at Dulles Airport and saw the Space Shuttle, Discovery. We visited the White House, toured the Capitol building and sat in the galleries of the Senate and the House of Representatives as well as walked by all the monuments along the National Mall. We stayed in a very nice B&B called The American Guest House which was reasonably priced for DC and situated in a great neighborhood called DuPont Circle with access to lots of really good restaurants and just a couple of blocks away from the Metro. We again had a great time and I was pleased to see that Beth was really impressed and taken with her adopted nation's capital city. On our

way back to Manassas Airport we visited George Washington's ancestral home, Mount Vernon.

Our last leg was supposed to be directly back to Galt but the weather was looking a bit iffy in the Chicago area so we decided to modify our plans and stop in Louisville, KY instead. We successfully navigated our way out of the SFRA and once again flew over the Blue Ridge Mountains. It is worth noting that although the Appalachian Mountain range is not all that tall compared to say the Rockies it does pose some challenges. Airports are few and far between and weather in the form of cumulus clouds tends to form over the mountains in the afternoons. Morning departures make things easier weather wise and VFR flight plans are highly recommended due to the rugged terrain.

We spent the weekend visiting with my uncle, sister, brother-in-law and our two nieces. By Sunday the weather had improved in Chicago and we flew back home to Galt.

In all we were gone for 12 days, flew 1,352 miles, put 10 hours on the tachometer and checked off a couple of firsts on our bucket lists. For sure this trip could have been done via car or a combination of airline travel and car but not with the convenience and time savings we enjoyed with our very own airplane. Both Beth and I realize how privileged we are to have been able to do this and are truly thankful for our good fortune.



Eric Rehm is a First Officer on the MD-80 for American Airlines based in Chicago O'Hare. He has been flying

since he was fifteen, is a CFII and has accumulated over 7,000 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).

The mysteries of airport identifiers

Earlier this year, the DOT, TSA and Hawaiian Airlines unveiled a memorial at Kahului, Hawaii (OGG) honoring Captain Jimmy Hogg, an early pilot born and raised in Hawaii for whom the airport is named. [They didn't use 'HOG' for obvious reasons] That solves the mystery of OGG. But there are plenty more airport codes that seem to defy logic. Do you know the stories behind these codes?

1. **MSY** - Named after the Moisant Stock Yards, which in turn were named after pioneer aviator John Moisant, who died when his plane crashed in the field where Louis Armstrong New Orleans International Airport now stands.
2. **MCO** - Not Mickey Mouse, as sometimes thought. Orlando International Airport's code stands for McCoy Air Force Base, which previously occupied the airfield.
3. **GEG** - Spokane International Airport was known as Geiger Field until 1960, after Major Harold Geiger, an Army aviator and balloonist.
4. **IAD** - Originally DIA - Dulles International Airport (after former Secretary of State John Foster Dulles). But it was too close both geographically and alphabetically to DCA (District of Columbia Airport). As a result, IATA rules now state that, "the first and second letters or second and third letters of an identifier may not be duplicated with less than 200 nautical miles separation."
5. **BNA**
Nashville International Airport is named after Colonel Harry S. Berry, a state official of the Works Progress Administration, and was known as Berry Field Nashville.

DATE 1946	COMPANY	TYPE	CAUSE	LOCATION	FATL	SURV
1/6	PA CENTRAL	DC-3	overshot landing	Birmingham AL	2	17
1/18	EAL	DC-3	fire in flight	Cheshire CT	17	0
1/31	UAL	DC-3	crashed ?	Mt. Elk WY	20	0
3/3	AAL	DC-3	crashed into mtn	San Diego CA	25	0
3/29	TWA	L-49	crashed	Washington DC	0	
5/29	UAL	C-54	crashed training	Chicago IL	0	4
7/2	TWA	DC-3	crashed ?	Chicago IL	0	21
7/11	TWA	L-49	fire in flight	Reading PA	5	1
8/9	ATLANTIC CENTRAL	L-18	landing	Lakehurst NJ	3	3
8/21	TRANS LUXURY	DC-3	eng failure	Moline IL	2	24
8/25	AAL	DC-3	crashed ?	Holly Springs MI	0	
9/5	TRANS LUXURY	DC-3	crashed ?	near Elko NV	21	1
9/12	PA CENTRAL	C-54	eng fire	Washington DC	0	4
9/24	PAA	L-49	Ind gear collapse on landing	Limerick Eire	0	
10/3	AMER O'SEAS AIR	C-54	crashed into hill	Stephanville NL	39	0
10/8	UAL	DC-4	crashed on approach	Cheyenne, WY	2	44
10/11	EAL	C-54	hit obstruct in fog	Alexandria VA	0	27
10/12	TWA	L-49	overshot landing in storm	Newcastle PA	0	7
10/17	NAT'L AIR TRANSP.	DC-3	crashed in snow storm	Laramie, WY	13	0
11/10	DAL	DC-3	destroyed ?	Meridian MS	0	
11/11	UAL	DC-3	hit trees on approach	Cleveland OH	0	
11/13	WAL	DC-3	crashed on mountain	White Mt. CA	11	0
12/11	PA CENTRAL	DC-3	destroyed ?	location unknown	0	
12/24	UAL	DC-4	overshot landing	Los Angeles CA	0	
12/24	WAL	DC-3	crashed on mountain	Mt. Cuyapaipa CA	12	0
12/27	TWA	L-49	crashed on approach	Shannon Eire	13	10
12/28	AAL	DC-3	engine failure	Mich. City, IN	0	
12/28	K.C. SOUTHERN	DC-3	crashed ?	Walshville IL	0	
12/31	INTERCON AIR TNP.	DC-3	crashed on approach	Charleston SC	5	0

Data from "World Directory of Airliner Crashes" by Terry Denham

If you are in any doubt about safety improvements in commercial aviation, take a look at the above statistics from 1946. All of those accidents occurred in a single year! For a current readout on General Aviation safety you can get a copy of the Joseph T. Nall General Aviation Accident Scorecard from the Aircraft Owners and Pilots Association (AOPA) at the following link; <http://www.aopa.org/Pilot-Resources/Safety-and-Technique/Accident-Analysis/Joseph-T-Nall-Report>

Someone decided it's time pigs will actually fly, 1909.



Jeff Hill, Sr. - Contributing Editor

The first pig actually took to the sky in 1909. Photographer unknown.

Galt Traffic Crossword

Edited by Wool Drawers

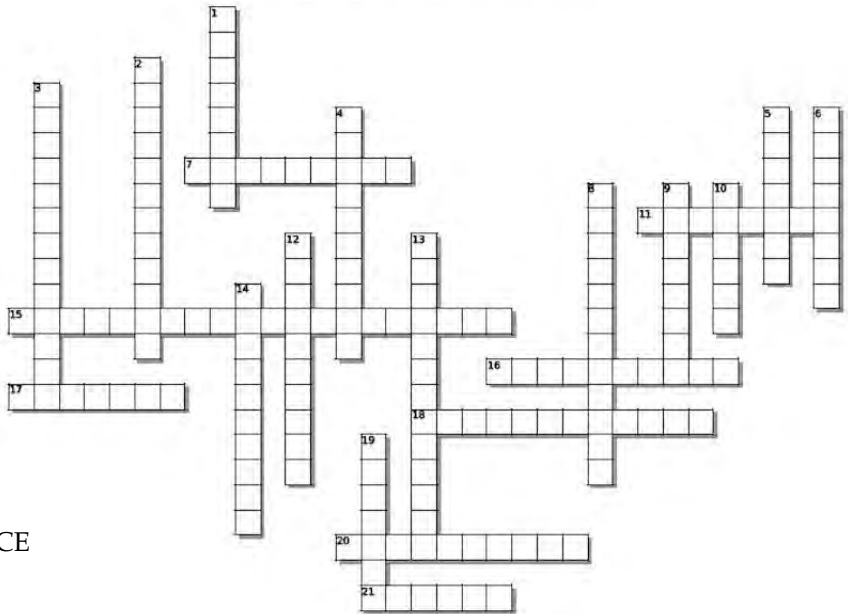
THE GAME OF THE NAME
Who's Who at Ten Cee and EAA 932
No. 0927

ACROSS

- 7 HALF THE OFFICE STAFF
11 BOB AND JEAN'S PLANE
15 WHO HAVE THE FINAL SAY-SO AT 10C?
16 HE SPINS OUR WEB (SITE)
17 YOUNG EAGLES COORDINATOR
18 OTHER HALF OF THE OFFICE STAFF
20 OUR VICE PRESIDENT (NOT BIDEN)
21 CLAUDE AND DIANE'S STEARMAN

DOWN

- 1 LARRY AND LESLIE'S PLANE
2 932'S SCRIBE
3 MANAGER AND CHIEF CFI
4 NICKNAME FOR AN AERONCA
5 ONE EIGHTY TWO
6 NICKNAME FOR A J-3
8 CESSNA BOBCAT
9 AWARD WINNING GT EDITOR
10 ERIC AND BETH'S PLANE
12 GALT'S DIRECTOR OF MAINTENANCE
13 AV. CLUB COORDINATOR
14 OUR PRESIDENT (NOT OBAMA)
19 DAVE AND DEB'S PLANE



1940's Hangar Dance

Saturday October 10, 2015
7:30 pm - 11:30 pm

Presented by EAA Chapter 241

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 President, Ed Moricoli.

1. Altimeter setting is the value to which the barometric pressure scale of the altimeter is set so the altimeter indicates...

A. Calibrated altitude at field elevation.

B. Absolute altitude at field elevation.

C. True altitude at field elevation.

2. If it is necessary to set the altimeter from 29.15 to 29.85, what change occurs?

A. 70 foot increase in indicated

altitude.

B. 70 foot increase in density altitude.

C. 700 foot increase in indicated altitude.

3. If a flight is made from an area of low pressure into an area of high pressure without the altimeter setting being adjusted, the altimeter will indicate

A. The actual altitude above sea level.

B. Higher than actual altitude above sea level.

C. Lower than the actual altitude above sea level.

4. Under what condition will true altitude be lower than indicated

altitude?

A. In colder than standard air temperature.

B. In warmer than standard air temperature.

C. When density altitude is higher than indicated altitude.

5. In the Northern Hemisphere, a magnetic compass will normally indicate a turn toward the north if

A. An aircraft is decelerated while on a east or west heading.

B. A left turn is entered from a west heading.

C. An aircraft is accelerated while on a east or west heading.

Answers to the quiz:
(1) C, (2) C, (3) C, (4) A, (5) C.



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Recent Events at Galt

Planes & Puppies Young Eagles Rally

By Rebekah Busse

Thank you to everyone who came out on Saturday, September 19th for Planes & Puppies! It was another successful Young Eagles event.

It was a beautiful sunny day and despite some gusty winds from the north, our volunteer pilots were able to fly 47 kids.

The Animal House Shelter brought out six adoptable dogs for everyone to meet and play with. One dog, Cecil, an adorable beagle was adopted at the event.

We were also able to help the shelter by raising \$400 and “stuffing a plane” with food and supplies for the dogs. I would like to especially thank all of the volunteers who came out to support the event.

Thank you!

Find out more about the Huntley Animal House Shelter at the following link:
<http://www.animalhousesshelter.com>



Three lovely young ladies who took a Young Eagles flight. Photograph taken by Karen Kreutz-Sahm.



Lucky Cecil the Beagle was adopted during the Planes and Puppies event. Photograph taken by Karen Kreutz-Sahm.



Photo by Karen Kreutz-Sahm.



More adorable dogs still need to be adopted; Luciana (left) Zoey (above left) and Chance (above right). Photographs taken by Karen Kreutz-Sahm.

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Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We are very excited to announce a new addition to our rental fleet/flight club this month; a Piper Cherokee 180!

I know many of you will be happy to hear we have officially added a low wing airplane at Galt. Brian and Troy are finishing hanging the freshly overhauled, 180 HP engine from Poplar Grove, and we expect to have it on the flight line by the first week of October. It is a beautiful, fully IFR airplane, including a Garmin 650 that will rent for \$100/hr. If you're interested in a checkout or more information, please let me know!

I also wanted to say thank you to everyone for all your help with the Planes and Puppies event last month. It was an awesome day. I'm constantly amazed at how many of you volunteer your time and energy to Galt Airport, and am really proud to be a part of it. We did a great thing for the Animal House Shelter, had a nice turn-out for Young Eagles, and had a quite a few people from the local community visit our airport for the very first time. Not just this event, but the entire summer, has been an incredible success because of everyone's tireless efforts.



Troy Schlote (left) with Light Sport Flight Instructor, John Payne (right) after his first solo flight and just before John cut off the back of his shirt as is the age-old tradition for first solos (see picture below).

Galt Flight School News

Congratulations to Galt A&P, **Troy Schlote** on his very first solo flight. Troy is currently working on his Sport Pilot Certificate in the BushCat with Light Sport Flight Instructor, **John Payne**.

Troy was also John's first student pilot to solo, so congratulations to John as well. Good luck with the rest of your training Troy!



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EAA Chapter 932 News

November Meeting CPR Demonstration

There are about 300,000 cardiac arrests every year in the US and the American Heart Association (AHA) estimates that CPR provided immediately after sudden cardiac arrest can double or triple a victim's chance of survival.

Heart attack is one of the most prevalent ways to die but it is also one of the most common scenarios in which a bystander can save a life through CPR or cardiopulmonary resuscitation, the technique used to keep blood and oxygen pumping round the body until emergency help arrives.

After the November meeting Daniela and Jeremy Knoll will provide a demonstration of CPR techniques. Please note, this is not a certification course, just a demonstration.

In addition to being the US distributors of the BushCat by SkyReach, Daniela and Jeremy are both volunteer firefighters in Twin Lakes, WI, and Daniela is an Emergency Medical Technician (EMT) - Advanced.

Volunteers Needed October 24th and 25th

We will be holding our 3rd annual Young Eagles Flights for Troop 35 in conjunction with their camp out at the Galt Airport cabin/pond Oct 24-25th.

We expect 16 -20 Scouts working on their Aviation Badge. If you are willing to fly / volunteer for this event please contact Young Eagles Coordinator, Ed Brown, at (615) 542-2790 or by email at youngeagles@eaa932.org.



Sean Stephens' beautiful homebuilt RV-10 with finished paintwork by Woodlake Aircraft Refinishers in Sandwich, IL. Sean says the plane is only 99.9% done because there is always something he wants to modify or install!



Three lovely ladies volunteering at the September planes and puppies event. Left to right; Esther Medina, Jo Murray and Kori Hart.

Welcome New Chapter Members

Please welcome the following new members to chapter 932;

- ➔ Kevin Betke, McHenry
- ➔ Ron Friend, Libertyville
- ➔ Ted Hoetzer, Antioch
- ➔ Kristopher Killips, Cary
- ➔ Marty Krashoc, Spring Grove
- ➔ Joe Maney, Wonder Lake
- ➔ Jeff Mulder, Wauconda
- ➔ Moon Song Phillips, Spring Grove
- ➔ Evan Sahm, McHenry
- ➔ Jason Studt, Johnsburg
- ➔ Jerry Thomas, Cary
- ➔ Bill Tobin, Woodstock

Galt Airport Features in AOPA Flight Training Magazine

The following article appeared in Greg Brown's *Flying Carpet* column in the November issue of AOPA Flight Training magazine.

<http://gregbrownflyingcarpet.com/2015/09/24/family-fliers-gregs-november-2015-flying-carpet-column/>

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Meeting Date: September 12, 2015

Submitted By: Paul Sedlacek, Chapter Secretary

1. CALL TO ORDER /ATTENDANCE

Meeting brought to order at 10:10 a.m.

In Attendance: Ed M, Ed B, Jeremy K, Daniela K, Marty S, Paul S, Dave S, Walt W, Beth R, Eric R, Steve P, Rob N, Bob N, Don S, Dan J, Tom H, Patrick H, Michael H.

2. VOTING ITEMS

- a. Approval of Agenda Moved by: Ed B, Seconded by: Michael H All in favor
- b. Secretary's Report- No Report this Month
- c. Treasurer's Report- No report this month

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- a. If anyone has ideas for events for next year, please let Ed or any board member know.
- b. Fly outs - we need to publicize. Marty suggests using the eVite app. Ed suggests using our website or chapter Facebook page.
- c. VP's report - see Marty to get a name tag made up. No charge.
- d. We need more programs at chapter meetings.

4. COMMITTEE REPORTS

- a. Young Eagles / Eagle Flights - Rebekah and Ed have been working on planning for the Planes and Puppies event. We'll have setup the morning of the event. Currently have 8 pilots plus 6 from chapter 414 on reserve. Ed has flight patterns planned for both 9 & 27. Volunteers still needed to sign up young eagles and to handle dogs.

5. OLD BUSINESS

- a. We need candidates for VP and Treasurer. Elections are in November. Please submit your nominations. Put the word out for friends, neighbors and relatives to come out for the event.
- b. Folding chairs and tables still needed. Let Ed know if there are any deals out there.

6. NEW BUSINESS

- a. New members Evan and Karen, Joe and Jason.
- b. Received generous contribution to use the chapter tent for wedding.
- c. Ed M talked about the concrete arrows.
- d. For folks who have participated much in the past and for people who have made generous donations would like to consider an honorary lifetime membership or honorary membership.
- e. A proposal was made to include a representative from Galt on the chapter 932 board of directors.

7. ADJOURNMENT: 11:10 AM moved by Ed B seconded by Michael H.

Next meeting: October 10, 2015 at 10:00 a.m.

Galt Airport / EAA 932 Calendar of Events

Oct 10	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
Oct 10	Chapter 241 USO Hangar Dance at DeKalb (DKB), 19:30 - 23:30 p.m.
Oct 11	Chapter 1414 Pancake Breakfast / Young Eagles Rally at Poplar Grove (C77)
Oct 17	6th Annual Fly-in Pig Roast at DeKalb Airport (DKB), 11:00 a.m. - 5:00 p.m.
Oct 25	Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
Nov 14	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. CPR demonstration after meeting.
Dec 12	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/ea/events

<http://www.fly2lunch.com>

www.aopa.org/events

<http://www.flyins.com>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

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Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (summer hours)

Airport Owners: Diane and Claude Sonday dsunday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

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The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>

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2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.